

Joint Committee for Transforming Cities Fund Projects

Date: 18 February 2021
Time: 2pm
Venue: MS Teams (virtual meeting)

To view the meeting please follow this link:

<https://youtu.be/nn3RZVGPkbM>

Members of the Committee and other attendees: **DO NOT** follow this link, you will be sent a separate link to join the meeting.

Membership:

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice-Chair)

Norfolk County Council
Norfolk County Council

Cllr Lana Hemsall
Peter Joyner
Cllr Kay Mason-Billig
Cllr Steve Morphew
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Broadland District Council
New Anglia Local Enterprise Partnership (LEP)
South Norfolk District Council
Norfolk County Council
Norwich City Council
Norwich City Council
Norfolk County Council

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Hollie Adams on 01603 223029
or email committees@norfolk.gov.uk

Under the Council's protocol on the use of media equipment at meetings held in public, this meeting may be filmed, recorded or photographed. Anyone who wishes to do so must inform the Chairman and ensure that it is done in a manner clearly visible to anyone present. The wishes of any individual not to be recorded or filmed must be appropriately respected.

A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes (Page 4)

To confirm the minutes of the meeting held on 17 December 2020

3 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

District Council representatives will be bound by their own District Council Code of Conduct.

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

5 Grapes Hill Roundabout (Page 9)
Report by the Director of Highways & Waste

6 Norwich Rail Station Mobility Hub
Report by the Director of Highways & Waste

(Page 18)

Tom McCabe
Head of Paid Services
County Hall
Martineau Lane
Norwich
NR1 2DH

Date Agenda Published: 10 February 2021



If you need this document in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 or (textphone) 18001 0344 800 8020 and we will do our best to help.



Joint Committee for Transforming Cities Funds Minutes of the Meeting Held on 17 December 2020 at 2pm on Microsoft Teams (virtual Meeting)

Present:

Cllr Martin Wilby (Chairman)	Norfolk County Council
Cllr Barry Stone (Vice-Chairman)	Norfolk County Council
Cllr Mike Stonard	Norwich City Council
Cllr Ian Stutely	Norwich City Council
Cllr Brian Watkins	Norfolk County Council

Substitute Members Present

Cllr Jo Copplestone for Cllr Lana Hemsall	Broadland District Council
Cllr Danny Douglas for Cllr Steve Morpew	Norfolk County Council

Also Present

Alex Cliff	Highway Network and Digital Innovation Manager, Norfolk County Council
Amy Cole	Project Engineer (Infrastructure Delivery), Norfolk County Council
Durga Goutam	Senior Engineer - Major Project Team, Norfolk County Council
Tim Osborn	Project Engineer, Norfolk County Council
Stuart Payne	Associate (WSP), Norfolk County Council
Andrew Wadsworth	Senior Engineer (WSP), Norfolk County Council
Jeremy Wiggin	Transport for Norwich Manager, Norfolk County Council

1. Apologies for Absence

- 1.1 Apologies were received from Cllr Lana Hemsall (Cllr Jo Copplestone substituting), Peter Joyner, Cllr Kay Mason-Billig, Cllr Steve Morpew (Cllr Danny Douglas substituting).

2. Minutes of last meeting

- 2.1 The Minutes of the meeting held on 14 October 2020 were **agreed** as an accurate record.

3. Declarations of Interest

- 3.1 No interests were declared.

4. Items received as urgent business

- 4.1 No urgent business was discussed

5. Transforming Cities – South Park Avenue and Unthank Road

- 5.1 The Joint Committee received the report setting out highway improvement proposals developed for the South Park Avenue and Unthank Road areas in Norwich, planned for delivery during 2021. These proposals had been through preliminary and detailed design stages for which a variety of options had been assessed, reaching the final proposal presented in the report and appendices.
- 5.2 The following points were discussed and noted:
- Officers were asked how much bus times would be improved by the proposed improvements. The Transport for Norwich Manager replied that buses had to slow to a crawl when passing each other on South Park Avenue due to the width of the road; with the proposed changes, a minute to a minute and a half could be saved on each bus journey. Given the high number of journeys on this route each day, this would be a worthwhile saving.
 - Officers confirmed that the widening to 6 metres on South Park avenue would allow vehicles to pass safely; any larger increase would impact on tree roots.
 - Cllr Ian Stutely arrived at 14.12
 - Concerns were raised about vehicle visibility at the crossing on South Park Avenue; The Transport for Norwich Manager replied that the bus shelter would be moved to improve visibility and compliance with the speed limit was good on this route.
 - It was **suggested** that the double yellow lines on South Park Avenue at the junction with Parmenter Road be extended; Officers would look at all suggestions which came in as part of the consultation.
 - The Project Engineer (Infrastructure Delivery) **agreed** to look into double yellow line provision outside Colman Hospital which was reported to affect buses passing.
 - It was **requested** that Officers discuss with First Bus about reinstating the night bus service on the 25 route after the Covid-19 pandemic and issues that had been reported of people being stranded at night on this route due to overcrowding.
 - The Chair thanked bus operators for their work over the past months

- 5.3 The Joint Committee **AGREED** to proceed to public consultation on the proposals for South Park Avenue and Unthank Road as shown in Appendices A and B of the report.

6. Transforming Cities – King Street

- 6.1 The Joint Committee received the report setting out proposals for improvements to King Street which had been through preliminary design stages and a public consultation prior to reaching the preferred proposal which was presented in the report and attachments.
- 6.2 The following points were discussed and noted:
- Officers confirmed that the residential developments at St Anne's Quarter were factored into considerations for the scheme; the developers for St Anne's Quarter were responsible for some works in King Street which would be complementary to the TCF scheme.
 - The proposed improvements would make the carriageway wide enough for 2 vehicles to pass. Pedestrians were the highest users of this road, cyclists the second highest and cars and other vehicles the third highest. The scheme was intended to improve facilities for walkers and cyclists.

- 6.3 The Joint Committee **AGREED** to approve the proposals as shown in Appendices A and B of the report, which will be subject to a follow-up public consultation

7. Transforming Cities – St. Stephens Road

- 7.1 The Joint Committee received the report outlining proposals developed for St Stephens Road and Grove Road in Norwich. These proposals had been through preliminary design stages for which design options had been assessed and outlined in the report setting out a preferred option for Members to consider taking forward to formal consultation.

- 7.2 The following points were discussed and noted:

- Concerns were raised about the knock-on effect for other roads of stopping the left hand turn onto Grove Road from St Stephens Road. Officers were interested to hear the views of residents as part of the consultation.
- The Highway Network and Digital Innovation Manager **confirmed** that modelling for removal of the bus lane was in process and would be shared with the Joint Committee once complete.
- It was suggested that a 20mph speed limit on this route could improve safety further and the Transport for Norwich Manager **agreed** to look further into this.
- The Transport for Norwich Manager **agreed** to look into signalling arrangements for cycles to be able to turn right out of Grove Road out of St Stephens.
- A discussion was held about the St Stephens roundabout and whether a T-Junction would be more appropriate here. The original bid to Government included St Stephens roundabout but this had to be removed in the re-submission.
- Concerns were raised about the low frequency of buses to and from city college and suggested that more bus journeys could be encouraged to and from this site.
- Concerns were raised about traffic queuing into Town Close School and Officers were **asked** to write to the school about their drop off and pick up process.
- Officers confirmed that underspends in all schemes would be considered for re-allocation as appropriate.

- 7.3 The Joint Committee **AGREED**:

1. To note the options that have been identified.
2. To approve Option B to take forward for public consultation.

8. Transforming Cities – St. Stephens Street

- 8.1 The Joint Committee received the report outlining proposals developed for the St Stephens Street area which were subject to initial consultation. The outcome of this consultation was outlined in the report, as well as further work that would be undertaken.

- 8.2 The following points were discussed and noted:

- The Chair welcomed the comments received from the Norwich Cycling Campaign.
- Comments were made about the sawtooth bus bays and whether these were suitable. It was noted that the Norwich Cycling Campaign had been concerned about the proposals causing danger to cyclists using St Stephens Street and the alternative route suggested in the proposals being very long, and therefore further discussions with them and other cycling groups were welcomed.
- A Member welcomed work to expand public transport provision but was concerned

the bus station could not cope with the extra demand and therefore welcomed the suggestion to work with bus operators. Officers were talking to operators about how to balance the range of services at the bus station and on St Stephens Street

- Officers had engaged with Sustrans across the TCF programme to work on designs of schemes; they would review the sawtooth arrangement and other aspects of the St Stephens Street scheme. Officers were also engaging with other groups representing cyclists.
- A Member was concerned about more buses using St Stephens Street increasing pollution and suggested use of the Bus Services Act.
- The option of buses using the road in only one direction could open up a dedicated cycle route and wider footways for pedestrians but would mean halving the bus stop capacity and services would need to be rerouted.
- The scheme had to be delivered by the end of 23 March 2021.

- 8.3 The Joint Committee **AGREED** to note the outcome of the initial consultation and further work that needs to be done to develop these proposals

9. Transforming Cities – Cromer Road and Aylsham Road

- 9.1 The Joint Committee received the report setting out improvements for Cromer Road and Aylsham Road, which was identified in the TCF application as a key public transport corridor from North Norfolk, Hellesdon and the Airport Park & Ride site.

- 9.2 The following points were discussed and noted

- Cllr Copplestone had been contacted by the local member with their concerns on the project:
 - the data used to evidence the scheme was from 2018 and therefore not up to date, and the data on bus frequency was taken from bus timetables.
 - the bus and cycle lanes were proposed to be 24/7 however the “crunch” times were in the morning and evening rush hours. The last bus from Cromer was at 8.30pm and park and ride services stopped at 6pm with no buses provided on a Sunday
 - since the NDR had been built, the route had been a main vehicular route from Norwich with much traffic coming in on the Cromer Road route.
 - the Boundary Road junction was one of the most highly polluted in the region and implementing a bus lane could increase tailbacks and pollution here.
- Officers responded to some of the Local Member’s concerns:
 - the Highway Network and Digital Innovation Manager clarified that due to the Covid-19 pandemic, traffic volumes in 2020 had been lower, and not representative of usual traffic volumes. Therefore the 2018 data was considered representative.
 - Cromer Road was a wide road and putting in a bus lane would not reduce its capacity to provide two-way traffic for cars.
- Cllr Copplestone asked why a cycle lane to connect this route with the NDR had not been considered and **suggested** this was added to the consultation. The Transport for Norwich Manager replied that work to look at a cycle lane here had been carried out and this would require third party land; this scheme remained in the wider transformation programme and would likely be delivered through a different funding source. He **agreed** to share the details with Cllr Copplestone and the Local Member.
- There were no proposals for the Boundary Road junction but changes to legislation

were being considered to help with moving traffic offences; as this junction had a yellow box, if these legislation changes came through then cost effective ways to enforce this could improve junction compliance here.

9.3 The Joint Committee **AGREED:**

- To proceed to public consultation on the proposals for Cromer Road and Aylsham Road as shown on the plans contained in Appendix A
- That officers look at the wider issues raised by Cllr Jo Copplestone and the Local Member at paragraph 9.2, bullet points 1 and 3

The Meeting Closed at 15:05

**Cllr Martin Wilby, Chair,
Joint Committee for Transforming Cities Funds**



If you need this document in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Transforming Cities Joint Committee

Item No:5

Decision making report title:	Grapes Hill roundabout
Date of meeting:	18 February 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Grahame Bygrave (Director of Highways & Waste)
Is this a key decision?	No
If this is a key decision, date added to the Forward Plan of Key Decisions.	N/A

Executive Summary

The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council agreed the application through Cabinet and the TCF Joint Committee, and the bid was based on a range of projects aimed at improving clean and shared transport to create a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning. This report outlines the development of one of those projects and concerns highway improvement works for the Grapes Hill roundabout in Norwich.

Projects awarded funding through the TCF are being delivered through the Transport for Norwich (TfN) programme, which represents the longer-term plan to deliver transport improvements in Greater Norwich.

Recommendations

- 1. To proceed to public consultation on the proposals for Grapes Hill roundabout as shown on the plan contained in Appendix A.**

1. Background and Purpose

- 1.1. Located on the inner ring road, this busy junction is used by a significant proportion of the bus network, including all bus services serving the west of the

city, including the Norwich Research Park (NRP), University of East Anglia (UEA) and the Norfolk & Norwich University Hospital (NNUH). This equates to around 50 bus journeys per hour through the junction, carrying in excess of 150,000 passengers a week. Journey times for buses through this junction have deteriorated over recent years with significant variations in journey times being experienced, as well as peak time delays of over 20 minutes on occasion.

- 1.2. Significant numbers of people cycle and walk around and near to this junction, travelling between the city centre and the residential areas off Unthank Road and Vauxhall Street, as well as further afield. Surveys in 2019 identified that there were nearly 9,000 pedestrian journeys and over 2,000 cycle journeys per day in this area. Unfortunately, facilities to cross the road for those walking and cycling are either inadequate to cater for this level of demand or are not currently provided.
- 1.3. The objectives of the scheme are to:
 - provide a quicker and more reliable journey for bus passengers through this junction;
 - improve pedestrian and cycle crossings around the junction;
 - provide alternative off-carriageway cycle facilities.

2. Proposals

- 2.1. The following proposals are outlined in this report:
 - Remove the traffic control signals on the Grapes Hill roundabout except on the Chapel Field North and Cleveland Road approaches;
 - Provide a new, signal controlled, toucan crossing for pedestrians and cycles on Convent Road;
 - Upgrade the existing footway around the Temple Bar Free House to that of a shared pedestrian / cycle facility, connecting to the new signal-controlled toucan crossing on Convent Road;
 - Extension of the existing shared use pedestrian and cycle path on Convent Road;
 - Widening of the existing signal controlled, segregated, pedestrian and cycle crossing on Chapelfield Road and associated works to improve access to and from Chapelfield Gardens.

3. Impact of the Proposal

- 3.1. The proposal will have a positive impact on all bus users travelling in and out of the city towards the west of the city, including Dereham Road, Unthank Road and the UEA by significantly reducing journey time delays and journey time variability. This is central to the £18m investment confirmed by First in new vehicles for bus routes utilising this junction.

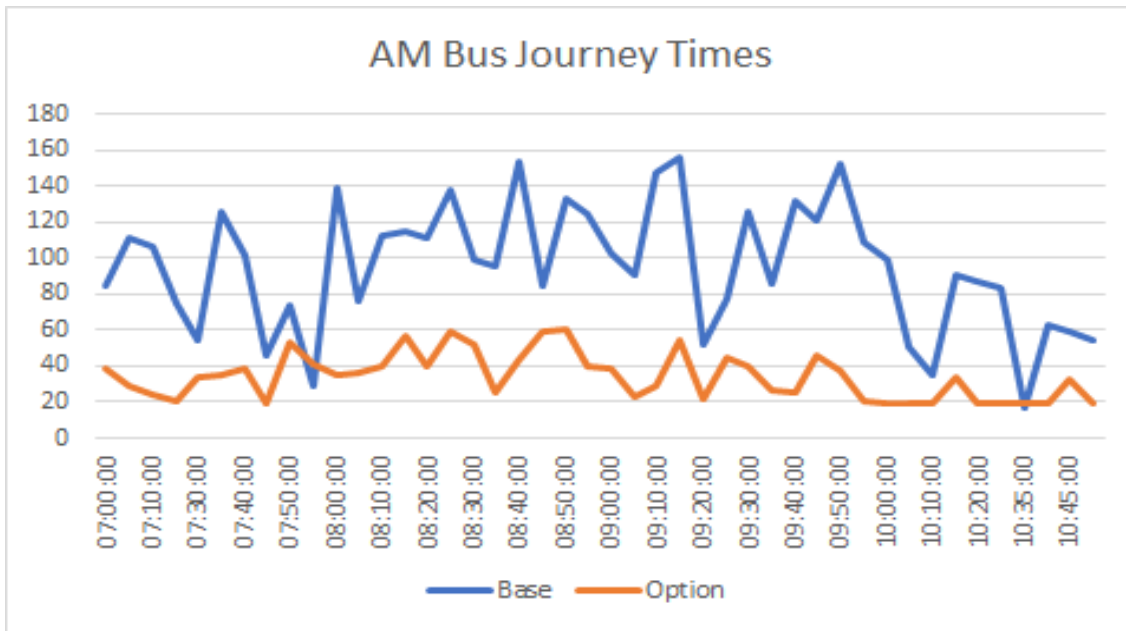
3.2. Those cycling and walking through this area will benefit in a number of ways as follows:

- The new traffic signal-controlled crossing on Convent Road makes this road easy to cross in a location where there is no formal crossing;
- Widening the existing signal controlled, segregated, pedestrian and cycle crossing on Chapelfield Road provides the additional space needed to cater for existing and future users. The associated works to improve access to and from Chapelfield Gardens at this location removes an existing pinchpoint where the path into the gardens is narrow;
- Upgrading the existing pedestrian route around the Temple Bar Free House to a facility that allows those walking and cycling to travel through the area provides a higher quality and wider surface and links to the new crossing on Convent Road;
- Extending the existing shared pedestrian and cycle facility on Convent Road enables those cycling to remain segregated from general traffic:
 - avoiding the need to re-join general road traffic at a busy section of Convent Road;
 - avoiding the need to cycle with general traffic around the Convent Road / Unthank Road roundabout.

3.3. There is currently an advanced stop line for cycles, and associated cycle feeder lane, on the approach to the Grapes Hill roundabout on Convent Road. In order to provide the required space for the new signal-controlled crossing on Convent Road, this facility will be removed in these proposals. Further information on this is outlined in Section 4 below.

4. Evidence and Reasons for Decision

4.1. Traffic assessment has considered the impacts on bus journey times outbound from Chapel Field North during the morning (AM) and evening peaks (PM) as this represents the location where the majority of delay is currently experienced. This suggests the journey times for buses will reduce by up to approximately 2 minutes during the morning peak and up to approximately 7 minutes in the evening peak. In addition, the modelling shows a considerable reduction in the variation of bus journey times.

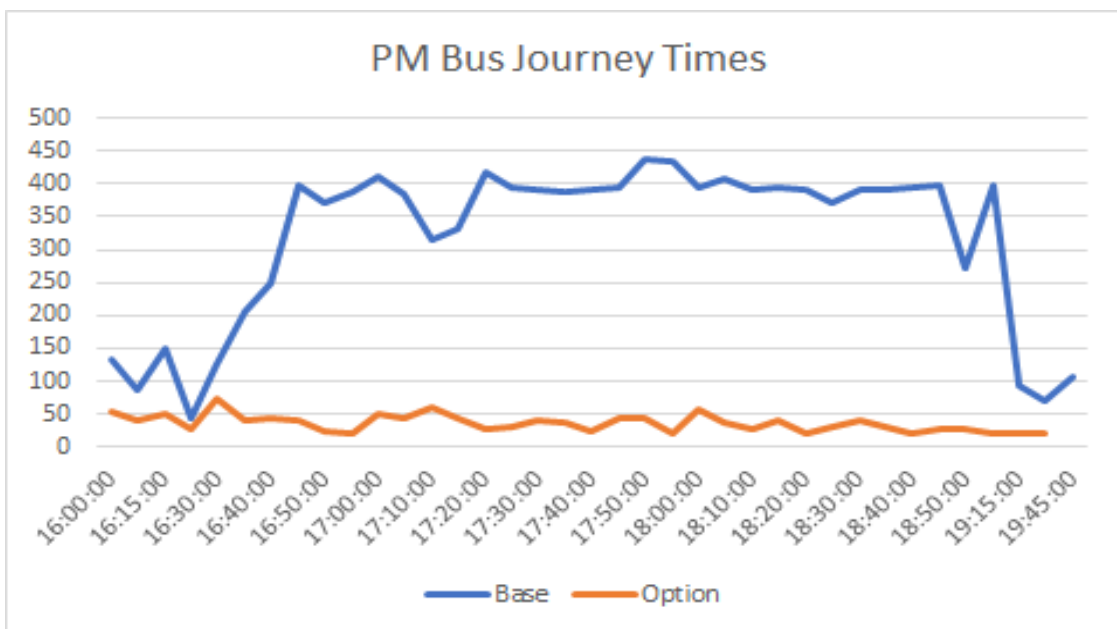


X-axis - Time of the day

Y-axis - Bus journey times in seconds

Blue - Current Bus journey times

Orange - Potential bus journey times with chosen option



X-axis - Time of the day

Y-axis - Bus journey times in seconds

Blue - Current Bus journey times

Orange - Potential bus journey times with chosen option

- 4.2. The impacts on bus journey time have considered the scenario where Exchange Street is open to general traffic. However, it should be noted that Exchange Street is currently closed to general traffic following the implementation of a temporary traffic arrangement implemented late-Summer 2020 when the first Covid-19 related lockdown was eased, aimed at supporting social distancing. Funding through the Active Travel Fund (ATF) has been secured from DfT to enable a review of this temporary closure to be undertaken through consultation and engagement with residents, businesses and other stakeholders. Should this consultation and engagement highlight that there is support for this temporary closure being made permanent, funding from the ATF will enable this to happen. The observed impact of the current temporary closure of Exchange Street is that there is some additional traffic exiting this part of the city centre via Cleveland Road and onto the Grapes Hill roundabout. Whilst a permanent closure of Exchange Street is likely to reduce the level of bus journey time savings, the benefits of this Grapes Hill roundabout scheme will still be positive. This interaction between the two projects will need to be considered further as part of the separate consultation and engagement that will be undertaken for Exchange Street.
- 4.3. The existing signalised crossing on Chapelfield Road is well used, with a survey in October 2019 identifying that there were 2,546 pedestrians and 467 cyclists per day using the crossing. Given this level of usage, it is considered that the current layout provides insufficient capacity, which forms the basis for these proposals to provide more space and cater for more people. It is also important to note that the Pink pedal way route (part of the city-wide cycle network) via Vauxhall Street connects to the Chapelfield Road crossing.
- 4.4. There is currently an uncontrolled crossing on Convent Road at the junction with the Grapes Hill roundabout, but it is difficult to cross at this location as there is the need to cross three lanes of traffic. There have been three slight injury accidents recorded at this location. The provision of a new signalised crossing on Convent Road will provide a much safer and more convenient crossing for those walking and cycling.
- 4.5. The existing path around Temple Bar Free House is used by over 300 pedestrians and 70 cyclists per day. The upgrade of this route with a wider and better-quality surface will benefit existing and future users, particularly as this will connect to the new signalised crossing on Convent Road.
- 4.6. As mentioned in Section 3, there is currently an advanced stop line for cycles, and associated cycle feeder lane, on the approach to the Grapes Hill roundabout on Convent Road. In order to provide the required space for the new signal-controlled crossing on Convent Road, this facility has been removed in these proposals. Currently, around 150 cycle journeys are made through this part of the junction, which compares to over 2,000 cycle journeys around the whole junction. Of these 150 journeys, the majority (57) then travel on-road down Grapes Hill towards the Dereham Road junction, with the remainder travelling to Cleveland Road, Chapel Field North and Chapelfield Road. Journeys to the latter locations would be available off-carriageway using

existing and proposed cycle infrastructure and would benefit from clear signage to indicate this is available, avoiding the need for on-road cycling. For cycle journeys heading down Grapes Hill, there would be benefit from gathering more information, through the consultation process, about where these journeys are going to identify whether alternative, safer routing, is available. For those that choose to continue to cycle on-road through the Grapes Hill roundabout, the removal of this cycle feeder lane and advanced stop line will be seen as a retrograde step. It should be noted that this is a very busy junction to navigate on-road by bike and this proposal has the overall aim of creating a more attractive and safer environment for cycling through the provision of the new crossing on Convent Road and the extension and upgrade of existing off-road cycle infrastructure.

- 4.7. Traffic surveys carried out in October 2019 recorded around 40,000 vehicles travelling through the Grapes Hill roundabout junction each day. The majority of these movements are along the inner ring road between Grapes Hill and Chapelfield Road, which accounts for just under 50% of all movements. Approaches to the roundabout from Grapes Hill and Chapelfield Road account for nearly 75% of the traffic entering the roundabout. In terms of impacts on general traffic through the junction as a result of these proposals, reductions in journey times are forecast for all approaches in morning and evening peaks. Benefits are forecast to be largest in the morning peak, with some journey times reduced by up to 4 minutes.

5. Alternative Options

- 5.1. An option for buses only to travel outbound on Chapel Field North, with general traffic using Chapel Field East and a new junction layout onto the ring road on Chapelfield Road was considered in addition to the removal of traffic signals on Grapes Hill roundabout. However, traffic modelling indicated that additional benefits to buses were not significant but there would be a large disbenefit to general traffic trying to leave this area via Chapel Field East. For these reasons, this option was not developed further.
- 5.2. An option to make Chapel Field North the dominant highway movement with traffic exiting Cleveland Road giving way rather than being signal controlled was considered through the provision of a yellow box marking to keep the Chapel Field North junction clear. However, there were safety concerns with vehicles from Cleveland Road having to give way to traffic from two directions and this option was not developed further.
- 5.3. The provision of two inbound traffic lanes on the Convent Road approach to Grapes Hill Roundabout instead of three was considered. This would have provided space so that the existing path on the south side of Convent Road could be significantly widened to provide an off-road facility where pedestrians and cycles were segregated. However, initial traffic modelling showed that this option would reduce traffic capacity on the approach to the junction and would

increase congestion in the area for all traffic including buses. For this reason, this option has not been developed further at this stage.

- 5.4. A bus lane on the Convent Road approach to the Grapes Hill roundabout was considered, which would need to be in the centre lane in order to provide smooth passage to Chapel Field North. However, this option increases the likelihood of conflict between buses travelling to Chapel Field North in the middle lane and vehicles traveling to Cleveland Road in the right-hand lane. Due to safety concerns associated with this proposal, this option was not developed further.
- 5.5. A segregated crossing on Convent Road, similar to the design on Chapelfield Road, rather than a new toucan crossing, was considered but due to the narrow width available on the central reserve, there was inadequate space to progress this option further.

6. Financial Implications

- 6.1. Funding of £333,609 is available and the scheme represents Very High Value for Money based on assessment criteria set out by government.

7. Resource Implications

- 7.1. **Staff:** The scheme will be designed and delivered utilising existing resources.
- 7.2. **Property:** None.
- 7.3. **IT:** None.

8. Other Implications

- 8.1. **Legal Implications:** None.
- 8.2. **Human Rights implications:** None.
- 8.3. **Equality Impact Assessment (EqIA)**

An Equality Impact Assessment has been carried out for the overall TCF2 programme and for this individual scheme.

The Vauxhall Centre (Independence Matters) who provide support services to adults with learning disabilities and older people with dementia and The Hamlet Children's Centre that works with children with disabilities and complex health needs are in the scheme's area. Both organisations have been contacted with details of the proposals requesting feedback.

- 8.4. **Health and Safety implications**

The proposed scheme has been designed to improve the safety of highway users. A Road Safety Audit has been carried out, the recommendations of which have been incorporated into the proposed scheme plan in Appendix A.

8.5. Sustainability implications

The proposal will reduce journey times for buses, improves the reliability of bus journeys, and improves the environment for cycling and walking in this area, which is in accordance with the vision set out in our TCF application.

8.6. Any other implications: None

9. Risk Implications/Assessment

- 9.1. A risk register is maintained as part of the technical design and construction delivery processes.

10. Select Committee comments

- 10.1. Not applicable.

11. Recommendations

- 11.1. To proceed to public consultation on the proposals for Grapes Hill roundabout as shown on the plan contained in Appendix A.

12. Background Papers

- 12.1. [County Council Cabinet \(Nov 2019 – Item 10\) – TCF original submission.](#)

[Transforming Cities Joint Committee \(July 2020 – Item 5\) – TCF revised submission](#)

[Cabinet Member Delegated Decision \(July 2020 – Item 18\) – TCF revised submission](#)

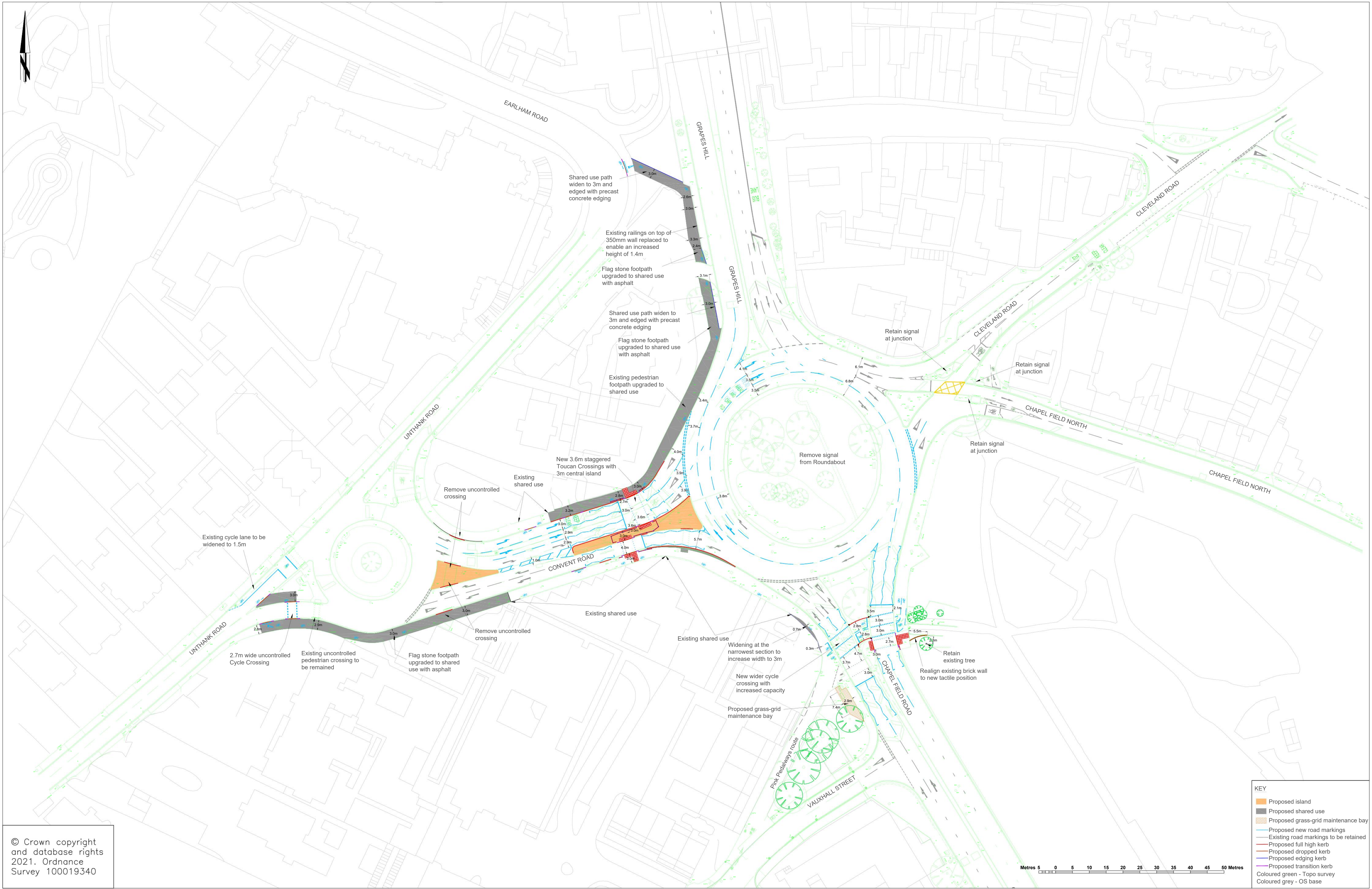
Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name:	Durga Goutam	Tel No.:	01603 223487
Email address:	Durga.goutam@norfolk.gov.uk		
Officer name:	Daniel North	Tel No.:	01603 224289
Email address:	daniel.north2@norfolk.gov.uk		



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



© Crown copyright
and database rights
2021. Ordnance
Survey 100019340



Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE
TCF2 GRAPES HILL ROUNDABOUT
SCHEME LAYOUT

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Updated plan following RSA1 comments	DG	DG	12/20

	INITIALS	DATE	DRAWING No.
	PC	06/2020	PJA073-ID-1000-C-002A
SURVEYED BY	GJ/MC	08/2020	PROJECT TITLE
DESIGNED BY	GJ	08/2020	TCF2 GRAPES HILL ROUNDABOUT
DRAWN BY	DG	08/2020	SCALE
CHECKED BY			1:500 @ A1
			FILE No.
			PJA073

Transforming Cities Joint Committee

Item No:6

Decision making report title:	Norwich Rail Station
Date of meeting:	18 February 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Grahame Bygrave (Director of Highways & Waste)
Is this a key decision?	No
If this is a key decision, date added to the Forward Plan of Key Decisions.	N/A
<p>Executive Summary</p> <p>The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council agreed the application through Cabinet and the TCF Joint Committee, and the bid was based on a range of projects aimed at improving clean and shared transport to create a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning. This report outlines the development of one of those projects and concerns highway improvement works affecting the Norwich Rail Station, Thorpe Road and Foundry Bridge junction in Norwich.</p> <p>Projects awarded funding through the TCF are being delivered through the Transport for Norwich (TfN) programme, which represents the longer-term plan to deliver transport improvements in Greater Norwich.</p> <p>Recommendations</p> <p>1. To proceed to public consultation on the proposals for Norwich rail station as shown on the plan contained in Appendix A.</p>	

1. Background and Purpose

- 1.1. The Transforming Cities Fund (TCF) programme identified five key corridors in addition to the City Centre along which there is potential to implement a series of schemes for improvements. These should primarily improve bus travel but also include integrated walking and cycling improvements where possible and the

creation of mobility hubs in various locations along the corridors.

- 1.2. Greater Anglia have aspirations to deliver a range of infrastructure improvements at the station aimed at improving facilities for rail users. Proposals outlined in this report are designed to be complementary to those already planned by Greater Anglia.
- 1.3. From a transport perspective, the rail station is a key element of the transport network in Norwich and is connected to the city centre via a number of different bus services. Currently, bus services serve stops within the rail station forecourt, as well as outside on Thorpe Road. Services using the forecourt often experience traffic delays entering and exiting from the station onto Riverside, particularly at peak times. Services using Thorpe Road mix with general traffic and, as a result, often have to wait for several sequences of traffic signals going 'green' before they can travel through the junction and into the city centre at busy times.
- 1.4. Pedestrian links in the immediate environment around the rail station are generally poor. In particular, the main crossing for pedestrians when exiting the station over Riverside Road onto Prince of Wales Road is too narrow for the volume of users, and footway widths in this area are compromised by street furniture. The other three crossings around the Foundry Bridge junction are also narrow, as are the footway widths around the junction and along Thorpe Road.
- 1.5. Cycle links in the immediate area around the rail station are also poor. There is no specific provision to aid cyclists exiting the station and crossing Riverside Road towards the city, whilst the cycle lanes on Prince of Wales Road and Rose Lane begin some 100 metres west of Foundry Bridge. There is also no provision for cyclists entering the station from Prince of Wales Road.

2. Proposals

- 2.1. Through the Transforming Cities programme, Norwich Rail Station has been identified as a key transport interchange. These are areas that provide users with the confidence that there are places within the city where they can access shared mobility services – buses, trains, car club vehicles and hire bikes / scooters. It is important that transport interchanges should be designed so that people feel comfortable, secure and well informed whilst waiting for services to arrive or navigating between services.
- 2.2. The proposals at Norwich Rail Station include the following;
 - Improvements to Foundry Bridge junction through a combination of changes to pedestrian and cycle facilities;
 - Change of use of Thorpe Road to prioritise buses, taxis and cycles;
 - Walking improvements on Riverside Road and associated traffic changes on nearby residential roads to avoid increased traffic;
 - Cycling improvements on Prince of Wales Road;
 - Improvements to the Station forecourt area mainly related to pedestrian and general access.

2.3. The overall proposals are shown on the plan in Appendix A which aim to:

- Improve bus journey times in the area;
- Improve cycle facilities;
- Improve pedestrian crossing facilities and footways through widening and reduction in street clutter.

The above aims will be achieved through the provision of bus priority and cycling improvements by making Thorpe Road (between Riverside Road and Lower Clarence Road) bus, taxi, cycle and pedestrian access only. The proposed scheme also aims to improve the efficiency of the Foundry Bridge junction, whilst allowing a cycle phase when exiting the station and enhanced pedestrian crossings. It also introduces facilities to improve the interchange between different transport modes.

Foundry Bridge Junction

- 2.4. The existing pedestrian refuge island is to be removed on the southern section of the Riverside Road leg of the junction, and a widened signalised pedestrian crossing installed to benefit pedestrians between the rail station and city centre. The refuge island is also to be removed on the Thorpe Road leg of the junction allowing the road to be crossed in a single movement, consistent with the other crossings. All four signalised crossings around the junction will be widened. Kerb realignment will also help gain some additional footway width in the vicinity of the crossings.
- 2.5. A new signal-controlled cycle exit is proposed on the south-east side of the junction. This will aid cyclists heading from the station towards the city, whilst an adjacent cycle entry point to the station is also proposed. A left turn ban on the inbound Thorpe Road bus lane will allow the cycle facility to be accommodated. The most recent survey for this area indicates that approximately 311 vehicles per day (12-hour period) currently use the left hand turn into Riverside and will therefore need to use a different route to access their final destination.

Thorpe Road

- 2.6. To improve the reliability of bus journey times into the city centre, the length of Thorpe Road between Riverside Road and Lower Clarence Road will be made a bus lane inbound (towards the city) that will also allow for taxi and cycle use. This section of carriageway currently carries in excess of 300 buses per day (12-hour period) and will allow buses waiting at the lights to travel through the junction without having to wait for more than one phase of the lights going green. The existing bus layby on the south side of Thorpe Road will be used as the main bus stops serving the rail station (as the bus stop inside the station forecourt will be removed). The bus stops will be serviced from the existing 'bespoke' bus shelter in the station which will be modified to include a cantilevered roof to extend over the waiting area on Thorpe Road.
- 2.7. On the north side of Thorpe Road, the two existing bus stops are to be replaced by a single stop located further eastwards at the request of the bus operators. The footway will also be widened on this side.

- 2.8. A new zebra crossing is proposed on Thorpe Road to link with the relocated bus stop on the northern side and the adjacent popular Old Library Woods footpath link.
- 2.9. An advanced cycle box facility is proposed at the Foundry Bridge junction with a short lead in length of cycleway.
- 2.10. **Riverside Road**
- 2.11. Improvements to provide footway continuity are proposed to the side roads off Riverside Road to benefit pedestrians. It is proposed that both Chalk Hill Road and St Matthews Road off Riverside Road are to be made one-way eastbound to prevent rat-running from Rosary Road onto Riverside Road due to the proposed bus lane on Thorpe Road.

Prince of Wales Road

- 2.12. The scheme provides the opportunity to link with the existing segregated cycle lane at the eastern end of Prince of Wales Road and which continues along Rose Lane, providing a segregated cycle route into the city centre. To accommodate the existing bus stop in this location, it is proposed that the segregated cycleway is designed to run behind the bus stop.

Station Forecourt Area

- 2.13. From discussions with train operator, Greater Anglia, it has been recognised that the current bus stops at the station would be an ideal location for replacement coaches to operate from once buses pick up from Thorpe Road. It has also been agreed that better pedestrian signage both into the city but also to direct passengers to the revised bus stop location is essential. Real time information is also proposed at the bus stop. Greater Anglia have also highlighted two areas where there are poor pedestrian facilities across the internal roads within the station and we will look to include these in the overall proposals.
- 2.14. It is proposed to install additional 'Beryl' bike share bikes within the station forecourt. The proposals also allow for two spaces in the station forecourt to be converted to 'Car Club' use.

3. Impact of the Proposal

3.1. Buses

The proposed routing of the buses away from the station forecourt along with making Thorpe Road inbound a bus lane affords journey time savings for the operators. Initial feedback from First Eastern Counties is shown below:

'First Eastern Counties Buses fully support the proposed changes to the Thorpe Road area, incorporating improvements to the rail station mobility hub. At present, our Blue Line services that directly link the rail station, with key destinations such as the University of East Anglia and the Norfolk and Norwich University Hospital, depart from the station forecourt. The new proposals will instead see these services depart

from the stop on Thorpe Road, which uses the very same bus shelter. As an example, it currently takes around 6 minutes for buses to travel from the forecourt to Castle Meadow, but in the afternoon peak, as we are stuck in the queue with general traffic to exit the forecourt, this can easily double in time.

The proposed scheme will vastly reduce the journey time between the rail station and the city centre and destinations beyond, without discouraging people from using public transport. Instead of 6 minutes through the day and 10-12 minutes in the peak, we anticipate the time from the Thorpe Road stop will be around 3-4 minutes at all times. This significant reduction in journey time will help to encourage more people to use public transport.'

Cycles

- 3.2. Those choosing to cycle into the city centre from the rail station will benefit from both the proposed cycle egress to and from the station, the extension of the inbound segregated cycle lane into the city centre as well as the provision of two new 'Beryl' bike share bays in the station.

Walking

- 3.3. Wider footways, improved crossings and reduced clutter on footways will substantially improve the overall environment for walking and make crossing the road easier.

Public Realm

- 3.4. The overall effect of wider footways, shorter crossing distances and well-designed bus waiting areas with shade and shelter providing seating and planting creating a welcoming place to stop and rest. This will be reinforced with better signage to help guide pedestrians to the city centre and major points of interest. Careful consideration will also be given to the bus shelter provision and other street furniture, whilst street clutter will be reduced where possible.

General Traffic

- 3.5. The introduction of the bus lane along Thorpe Road will result in general traffic heading into the City from the east along Thorpe Road being re-routed via Carrow Road / Canary Way / Koblenz Avenue and Riverside (see wider area plan in Appendix B). We will deliver better coordination between the sets of traffic signals along this route. Some local traffic is also likely to use Rosary Road, so it is proposed that both Chalk Hill Road and St Matthews Road are made one-way eastbound to prevent rat running.

Revised operation of the Foundry Bridge junction traffic signals

- 3.6. The additional time in the traffic signals cycle required to facilitate the segregated cycle egress from the rail station and advanced release on Thorpe Road, is delivered by a reduction in traffic on Prince of Wales Road as a result of the complementary TCF scheme to implement a one-way restriction on St Andrews Street. However, the traffic modelling presented in this report show scenarios both

with and without the traffic reduction impacts of this complementary scheme.

- 3.7. As part of these proposals, the traffic signals at the Foundry Bridge junction will be enhanced with a flexible MOVA (Microprocessor Optimised Vehicle Actuation) control strategy, which will enhance the efficiency of the junction.

Traffic Modelling

- 3.8. The proposed junction changes have been analysed through traffic modelling. This has shown that the traffic affected by the restriction of inbound general traffic on Thorpe Road between Foundry Bridge junction and Lower Clarence Road, will mostly reroute via Riverside. The impacts of this rerouting of traffic, as well as the proposed additional cycle release from the rail station, has been modelled in more detail to determine the impacts on the junction. The results from this analysis are summarised below.
- 3.9. The closure of Thorpe Road inbound to general traffic significantly reduces the length of traffic queuing along Thorpe Road, as well as the time to travel through the junction (as this will now be limited to buses and taxis). Other approaches to the Foundry Bridge junction see a small increase in the length of traffic queue and time taken to travel through the junction. Maximum delays of circa 10 seconds and 20 seconds are forecast in the morning and evening peaks respectively, with the majority of this on the approach to the junction from Riverside as a result of the rerouting of traffic.
- 3.10. The inclusion of the additional cycle release stage in the junction for cycles travelling into the city directly from the station will enable cycles to safely progress through the junction and into the designated cycle lane ahead of vehicular traffic. This additional stage in the junction timing shows a minor impact on the performance of the Foundry Bridge junction, with the largest additional delay forecast being circa 10 seconds. It should however be noted that the cycle release phase of the traffic signals will only be activated on demand and therefore this delay will not be experienced for every cycle of the traffic signals.
- 3.11. Traffic modelling has considered the impact that a complementary scheme due to be delivered later in the wider Transforming Cities programme may have on the outcome of this rail station scheme. This complementary scheme aims to reduce the level of traffic travelling through the city and down Prince of Wales Road by restricting traffic on St Andrews Street. Modelling has shown that the St Andrews scheme, when considered at the same time as the rail station scheme, reduces the delay at the Foundry Bridge junction to a maximum of around 10 seconds in peak periods on any approach when compared to current operation. In fact, in the evening peak, the St Andrews scheme, in conjunction with the rail station scheme, is forecast to decrease delay through the junction on most approaches compared to the current operation.
- 3.12. In summary, the traffic modelling indicates that the proposed scheme at Norwich rail station will improve bus movements along Thorpe Road and that an additional cycle release stage can be added with minor impact. There is some delay added to the junction of 10-20 seconds when compared to current operation, but this is reduced

to a maximum of 10 seconds if a complementary Transforming Cities Scheme on St Andrews Street is also implemented (subject to separate consultation and approval). The latter scenario that considers the rail station and St Andrews Street schemes together, is forecast to decrease delay through the Foundry Bridge junction on most approaches compared to the current operation.

4. Evidence and Reasons for Decision

- 4.1. The proposals fulfil the key TCF programme objectives to improve bus travel along with walking and cycling improvements and the creation of a mobility hub at this key transport interchange. They also build on the recent improvement works on Prince of Wales Road and link with the upcoming bus and cycle contraflow measure along Thorpe Road between Clarence Road and Carrow Road.

5. Alternative Options

- 5.1. Retaining the current layout would result in no action to mitigate either bus journey time delays or the completion of the cycle route from the rail station to the city centre. It would also leave crowded and inadequate footway crossings from the rail station into the city. Improving public transport to give better access to education, employment and services is a key objective of the TCF programme and the associated funding awarded to Norfolk County Council by the DfT.

6. Financial Implications

- 6.1. Funding of circa £2.5m is available through the TCF programme.

7. Resource Implications

- 7.1. **Staff:** Not applicable.
- 7.2. **Property:** Not applicable
- 7.3. **IT:** Not applicable

8. Other Implications

8.1. Legal Implications:

The necessary legal Traffic Regulation Order process will follow when the public consultation has been reported to this committee

8.2. Human Rights implications: Not applicable.

8.3. Equality Impact Assessment (EqIA)

An Equality Impact Assessment has been carried out for the overall TCF2 programme and for this individual scheme. This has highlighted that improvements to pedestrian and cycle facilities, as well as the provision of public transport along

the Thorpe Road corridor, will enhance safety, provide more space and reduce conflict for all users of the transport network, particularly those with protected characteristics.

8.4. Health and Safety implications:

All stages of the highway safety audit process will be followed prior to and after construction.

8.5. Sustainability implications

The objectives of the business case are specifically targeted at improving the impact transport has on carbon emissions, air quality and public health.

8.6. Any other implications: None

9. Risk Implications/Assessment

9.1. A risk register is maintained as part of the technical design and construction delivery processes.

10. Select Committee comments

10.1. Not applicable

11. Recommendations

11.1. **To proceed to public consultation on the proposals for Norwich rail station as shown on the plan contained in Appendix A.**

12. Background Papers

12.1. [County Council Cabinet \(Nov 2019 – Item 10\) – TCF original submission.](#)

[Transforming Cities Joint Committee \(July 2020 – Item 5\) – TCF revised submission](#)

[Cabinet Member Delegated Decision \(July 2020 – Item 18\) – TCF revised submission](#)

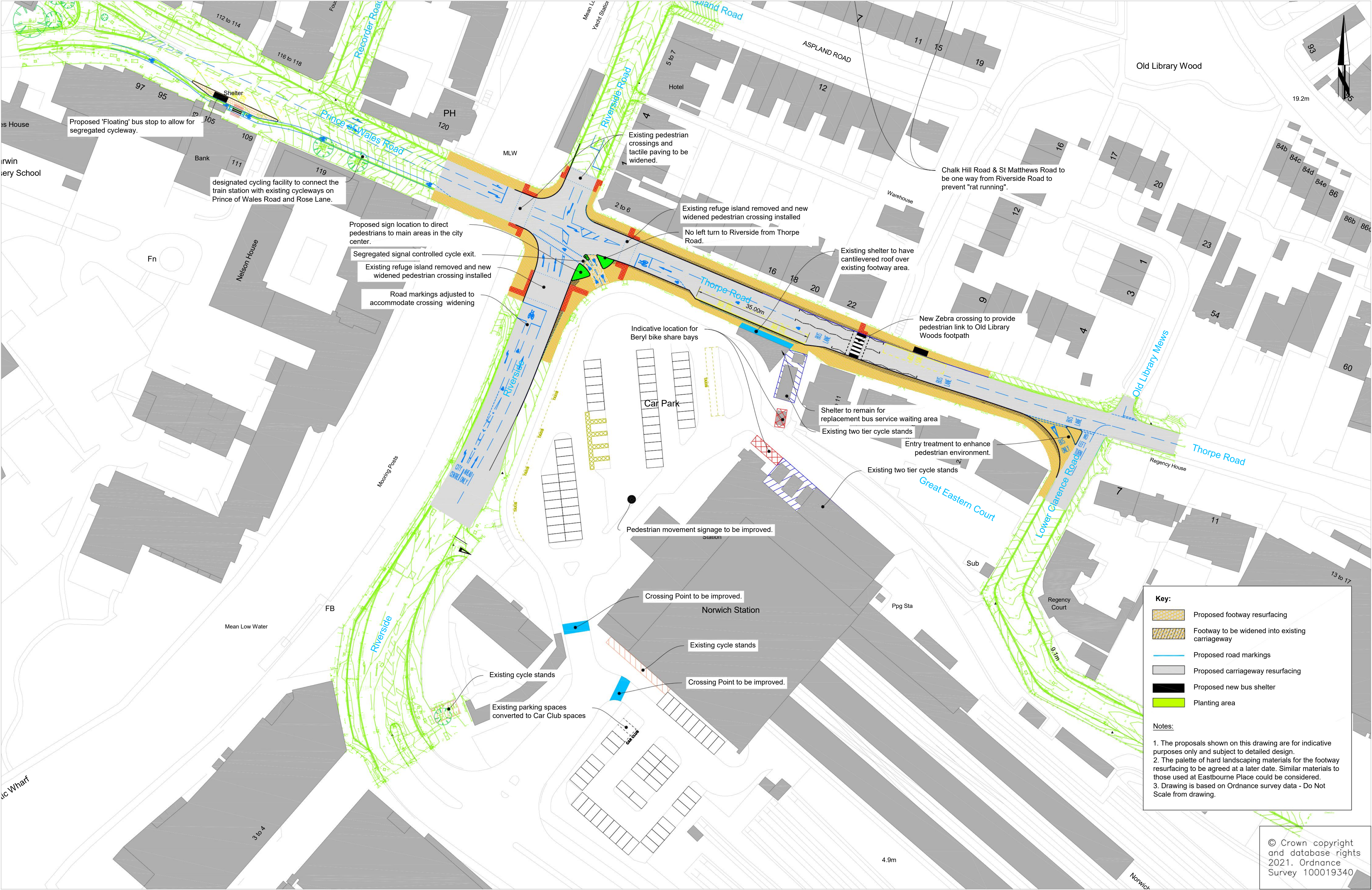
Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name:	David Wardale	Tel No.:	01603 223259
Email address:	David.wardale@norfolk.gov.uk		
Officer name:	Ed Parnaby	Tel No.:	01603 228866
Email address:	edward.parnaby@norfolk.gov.uk		



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



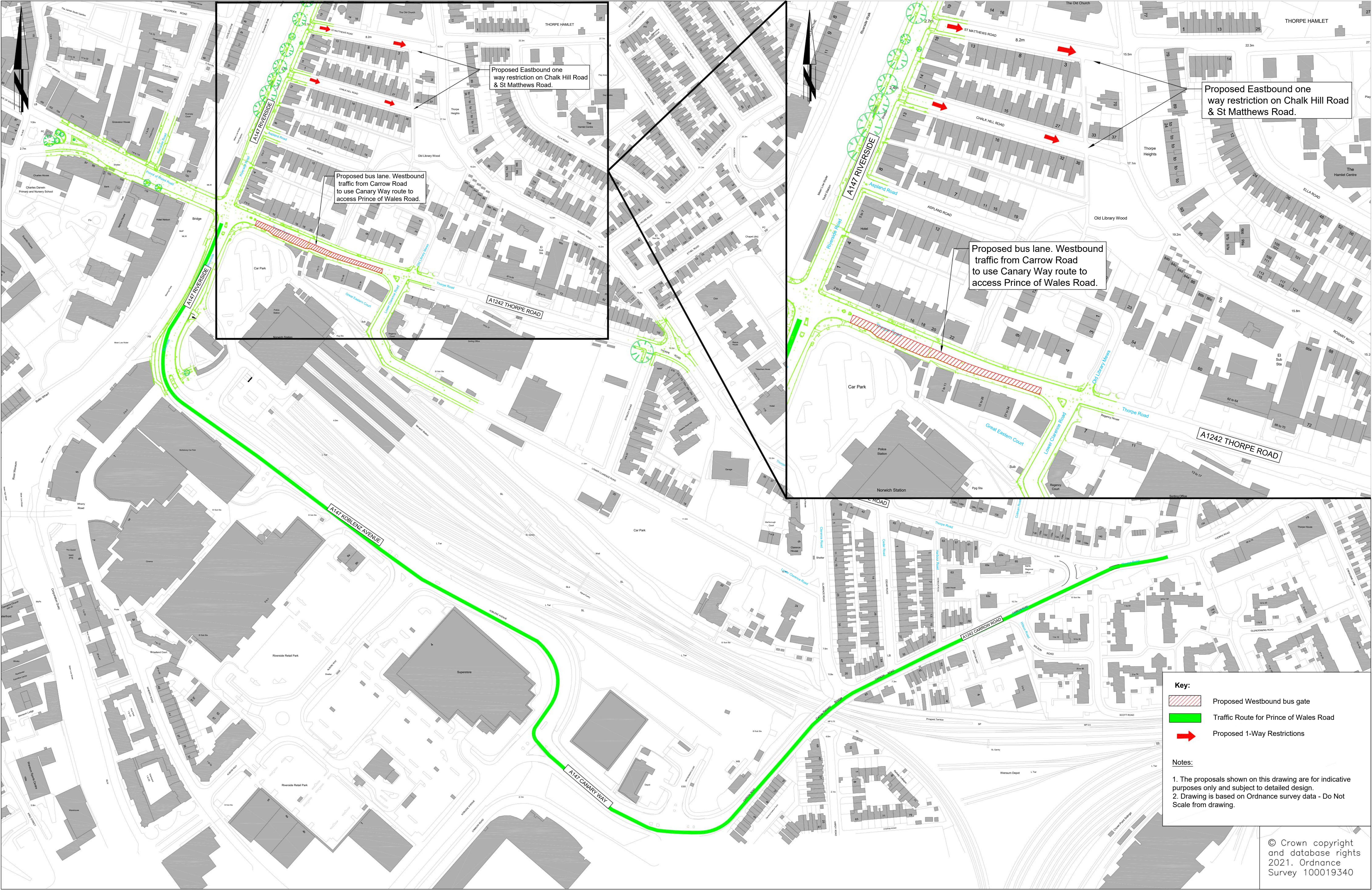
Key:

- Proposed footway resurfacing
- Footway to be widened into existing carriageway
- Proposed road markings
- Proposed carriageway resurfacing
- Proposed new bus shelter
- Planting area

Notes:

- The proposals shown on this drawing are for indicative purposes only and subject to detailed design.
- The palette of hard landscaping materials for the footway resurfacing to be agreed at a later date. Similar materials to those used at Eastbourne Place could be considered.
- Drawing is based on Ordnance survey data - Do Not Scale from drawing.

© Crown copyright and database rights 2021. Ordnance Survey 100019340



Funded by:



Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE
Transforming Cities Fund 2
PBA020 Foundry Bridge Junction
Appendix B - Location and Diversion Plan

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	PC	DATE	03/2020	DRAWING No.	PBA020-TCF2-HP1-004
DESIGNED BY	MB/CB	DATE	12/2020	PROJECT TITLE	Transforming Cities Tranche 2 Foundry Bridge Junction
DRAWN BY	MB/CB	DATE	01/2021	SCALE	FILE No.
CHECKED BY	DW	DATE	01/2021	Not To Scale	PBA020

© Crown copyright
and database rights
2021. Ordnance
Survey 100019340